

# OKLAHOMA | WINGSPAN



## UPCOMING EVENTS

January	
8	Herkert/Lyon Wedding
22	IC Tabletop Exer.
February	
5	FRO Training
18-20	SAREX Enid
26	CD Training
March	
5-6	SLS
18-20	SAREX-SAR Eval
April	
9-10	Mission Pilot Clin.
22-24	Wing Conference
29-30	FTX
30	CD Training

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Jan. 2005

## COMMENTS FROM THE COMMANDER

Col. Virginia Keller

It is hard to believe that another year has passed so quickly. And yet the calendar says 2005 is here, ready or not. It seems as if everyone is so busy all the time that I am very grateful for the time you members give to CAP.

It is time to set our goals and make plans to have another successful year in the Oklahoma Wing. Lots of training has been planned and our SAR/DR Eval will occur in March at Enid. Please plan to be there. Louisiana Wing has set the standard receiving an Excellent recently. We can do it too!

If we each choose to live up to our Core Values, Integrity, Service Before Self, Excellence in All We Do and Respect (for each other), how can we miss?

*VIRGINIA KELLER, Col, CAP*  
Oklahoma Wing Commander



## NEW YEAR'S RESOLUTIONS

Capt. Kathy Curtin, PAO

As members of Civil Air Patrol, we can all look forward to starting a brand new year filled with exciting adventures, rewarding experiences and challenging missions that will require each of us to continue our education and training so that we can provide the best humanitarian services for which we are noted.

Thanks to everyone who has

contributed news or advice for this newsletter. **BUT** ~ I can always use more input! Plan now or make that a New Year's Resolution to submit an article of interest to share with other CAP members.

"Together, we can achieve more!"

**Fly Safe!**



## OKLAHOMA WING CADET CONFERENCE 4 DECEMBER '04

*Submitted by Cadet Dana Keller*

The 2004 Oklahoma Wing Cadet Conference can be put on record as a great success. On 4 December one-hundred and sixty-four cadets and senior members from all over the wing traveled to Tinker AFB in Oklahoma City for a day of seminars hosted by the Flying Castle Composite SQ and directed by 1<sup>st</sup> Lt. Sean Thompson and Capt. Jon Fox. The conference began at 0800 and ended at 2100 after a formal dining-out and dance.

At the beginning of the day the cadets as a whole participated in an Aerospace and a DDR class, as well as an introduction to the 2004 WG CAC Representatives. Later they were divided up according to the achievement phase to which they belonged in order to receive separate training on subjects relevant to their ranks. Phase I was treated to classes on multiple subjects including the core values, and received instruction in drill from actual AF Drill Instructors. Some of the seminars attended by the Phase II cadets were on "Etiquette", "Leadership", and "Techniques for teaching drill". The officers (Phases III and IV) however didn't get off quite so easily. Besides classes on counseling and process making they took part in a public speaking class, and were subsequently required to give five minute speeches on how they had benefited from CAP. The best of which, was later delivered at the dining-out by c/Capt. Ben Barton from Flying Castle Comp. SQ.

At around 1700 everyone quickly changed out of BDU's, the uniform of the day, into formal wear for the evening's festivities, which began with a presentation of the Colors and the singing of the National Anthem. The dining-out was then performed with all due ceremony, according to the rules of the mess, and presided over by the Madame President, c/Major Rachel Leary, and the Vice, c/1<sup>st</sup> Lt. Lindsay Russell, both of Flying Castle Comp. SQ. Anyone found not to be in full compliance with the rules was formally declared and sent to the grog, which was comprised of a mixture of unspecified, though non-alcoholic, liquids served in a commode. During dinner the attendees were honored with an excellent speech, given by Air Force Lt. Col. Kimerlee Conner commander of the 552<sup>nd</sup> Training Squadron and afterwards several cadets were presented with their milestone awards. The dining-out was followed by a dance.



## NTSB ISSUES ICING ALERT

*Excerpts From Memo Received from Dwight H. Wheless 30 Dec 2004*

"As a result of a recent takeoff accident that has generated much discussion about the effects of wing upper surface ice accumulations, the National Transportation Safety Board is issuing the following alert letter to pilots: **Wing Upper Surface Ice Accumulation Alert.**"

"The National Transportation Safety Board has long been concerned about the insidious nature of the effects of small amounts of ice accumulated on an airplane's upper wing surface. The Safety Board's preliminary investigation of the November 28, 2004 accident involving a Bombardier Challenger 604 in Montrose, Colorado, (Additional information regarding this accident can be found on the Safety Board's Web site at, accident number DEN05MA028) has revealed that atmospheric conditions conducive to upper wing surface ice accumulation existed at the time of the accident (airplane performance issues, including the possibility of upper wing ice contamination, are being investigated).

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## NTSB ISSUES ICING ALERT

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“For years most pilots have understood that visible ice contamination on a wing can cause severe aerodynamic and control penalties; however, it has become apparent that many pilots do not recognize that minute amounts of ice adhering to a wing can result in similar penalties. Research results have shown that fine particles of frost or ice, the size of a grain of table salt and distributed as sparsely as one per square centimeter over an airplane wing's upper surface can destroy enough lift to prevent that airplane from taking off.”

“It appears that some pilots believe that if they cannot see ice or frost on the wing from a distance, or maybe through a cockpit or cabin window, it must not be there - or if it is there and they cannot see it under those circumstances, then the accumulation must be too minute to be of any consequence.” “Despite evidence to the contrary, these beliefs may still exist because many pilots have seen their aircraft operate with large amounts of ice adhering to the leading edges (including the dramatic double horn accretion) and consider a thin layer of ice or frost on the wing upper surface to be more benign.”

“It is also possible that many pilots believe that if they have sufficient engine power available, they can simply "power through" any performance degradation that might result from almost imperceptible amounts of upper wing surface ice accumulation. However, engine power will not prevent a stall and loss of control at lift off, where the highest angles of attack are normally achieved. Further, small patches of almost imperceptible ice or frost can result in localized, asymmetrical stalls on the wing, which can result in roll control problems during lift off.”

“The Safety Board notes that there are circumstances in which upper wing surface ice accumulation can be difficult to perceive visually. For example, depending on the airplane's design (size, high wing, low wing, etc.) and the environmental and lighting conditions (wet wings, dark night, dim lights, etc.) it may be difficult for a pilot to see ice on the upper wing surface from the ground or through the cockpit or other windows. Further, frost, snow, and rime ice can be very difficult to detect on a white upper wing surface and clear ice can be difficult to detect on an upper wing surface of any color. However, it is critically important to ensure, by any means necessary, that the upper wing surface is clear of contamination before takeoff. That is why the Safety Board recently issued Safety Recommendation A-04-66, urging pilots to conduct visual and tactile inspections of airplane wing upper surfaces.”

“The bottom line is that pilots should be aware that no amount of snow, ice or frost accumulation on the wing upper surface can be considered safe for takeoff. However, history has shown that with a careful and thorough preflight inspection, including tactile inspections and proper and liberal use of deicing processes and techniques, airplanes can be operated safely in spite of the adversities encountered during winter months.”

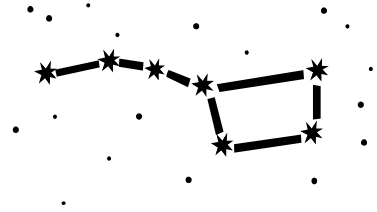
FMI: Although broader than the issue of wing upper surface ice accumulation discussed in this alert notice, aircraft icing has been an issue on the NTSB's Most Wanted List of Safety Improvements since 1997. A summary of the Board's actions and recommendations in this area may be found on its website, at [www.nts.gov/Recs/mostwanted/air\\_ice.htm](http://www.nts.gov/Recs/mostwanted/air_ice.htm).

**The Moral: “Clean Wings are Happy Wings”**

## FLIGHT PLAN

*Capt. Kathy Curtin*

It's a New Year  
Where you go is up to you.  
Make a Flight Plan now  
Then follow and do.



You're the Pilot  
The one in command  
Take the controls  
And make a good plan.

Chart your best course  
And then aim high  
Dreams can be reached  
You just have to try.

There may be Ups and Downs  
And off course you may drift  
But Trim Tab your worries  
And your spirits will lift.

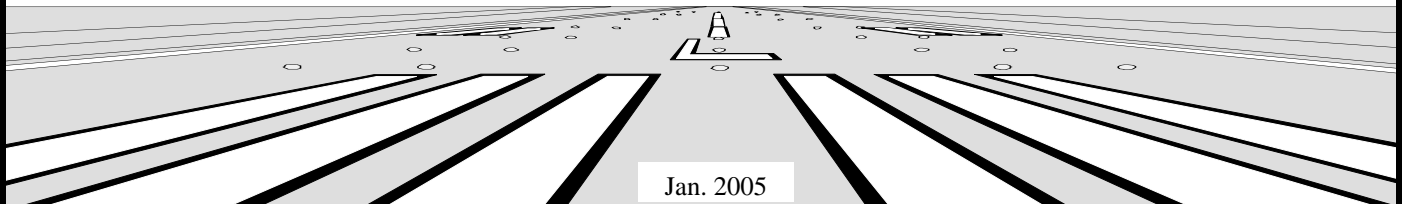


Have no Regrets  
When the years all through  
What your Log Book says  
Is all up to You.

# *Happy New Year*

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*Deadline for submission of articles is 25th of each month and newsletters will distributed at the monthly  
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to importance, timeliness, and available space. Articles submitted are printed "As-Is" and the Public  
Affairs Officer assumes no responsibility for correctness, punctuation, and grammar.  
Comments or articles can be submitted to the attention of OK WINGSPAN at [OkHorseFly@aol.com](mailto:OkHorseFly@aol.com).*



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